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CLASSIFICATION **CONFIDENTIAL**COUNTRY Czechoslovakia REPORTTOPIC 1. Induction Procedure, Air Force Training Camp at Dolni Kubin2. Air Force Units at Prerov Airfield

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EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT DATE OBTAINED DATE PREPARED 23 June 1955

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REFERENCES 25X1PAGES 0 ENCLOSURES (NO. & TYPE) 5 sketches, with legendsREMARKS 25X1

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2. When the Dolni Kubin training camp was inspected by an air force colonel, Major Dula stated that this officer came from the 3rd Div in Piestany. The following officers of the training camp were remembered:

Camp commandant, Major Jan Dula,

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Deputy camp commander a captain, name unknown,

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Political officer a graduate from a political school the training at which lasted two years; (the graduates of this school wore a five-pointed red star mounting a silver eagle within a quadrangle on their right breast),

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Deputy political officer a Slovak senior lieutenant,

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Medical officer a Slovak captain,
CO of "Z" Co a senior lieutenant

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Deputy CO of [REDACTED] Junior Lieutenant Zdenicek, [REDACTED]
 "Z" Co [REDACTED]

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Platoon leaders of "Z" Co:
 1st Platoon: Corporal Simcik
 2nd " : a sergeant
 3rd " : " "
 4th " : Corporal Balac

All the platoon leaders were officer candidates and wore yellow-bordered epaulets.

CO of "K" Co: a Slovak senior lieutenant
 CO of "CH" Co: same as "K" Co.

The training camp was occupied by about 720 men who were organized into three companies of equal strength. A detail of 12 soldiers served as guard personnel and drivers. Civilian personnel were employed in the kitchen .

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Two platoons of "Z" Co were equipped with a total of about 100 German type T-24 submachine guns, the other two platoons had a total of about 100 German, 7.92 mm carbines. Carbines and submachine guns were used alternately every month. The company was also equipped with four model T-24 German light machine guns and one model 75 Czech heavy machine gun. An electrically fired Czech bazooka was also given to the recruits. This weapon was allegedly introduced after 1950. Each [REDACTED] was equipped with a German gas mask. A gas-chamber test with tear gas was made once. The company also had four [REDACTED] 3-ton trucks. The quarters of the training camp were opposite the Dolni Kubin railroad station. The camp was laid out in the form of a rectangle measuring about 200 x 150 meters and was surrounded by a wire fence 2.5 meters high. All the buildings of the camp were new brick structures. Prior to 1952, an air force academy had been stationed in these buildings. Originally, the installation had been used by an infantry unit, and it was said that it was to be occupied by a tank unit. To the east, the camp bordered on a training area including Hill 698. Another training area measuring about 1,000 meters square was to the southwest of the barracks buildings, between the localities of Gecel and Poruba. Firing practices were held at a range in a forest about six km southeast of the camp. Political training was given for two hours every day. Food was good, and the monthly pay was 76 Czech crowns. The morale of the trainees was rather poor. Political indoctrination was resented, because the marks received in this subject had a bearing on the passes granted. No more passes were granted at Dolni Kubin after one of the trainees got drunk in town. The soldiers at the camp feared that a new war was imminent. About 4 or 5 percent of them sympathized with the Soviets. The trainees at the camp included about 100 Slovaks from Bohemia and Moravia and 50 ethnic Germans who had been given Czech citizenship. The Germans could become corporals and sergeants.

3. After completion of basic training at the camp, about 35 men were promoted to the rank of corporal. The trainees were then transferred to the Mlada, Zatec (50 22 N/13 35 E). and Prerov airfields. [REDACTED]

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- 3 -

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4. The 24th Air Force Training Co used the cover name of "Bazen", [REDACTED] and its CO was Senior Lieutenant Lubomir Kutý. The company belonged to the 7th Fighter Training Bn, which used the cover name of "Odmeonina" and was commanded by [REDACTED] [REDACTED] Another unit [REDACTED] the airfield was the 11th Air Base Bn (11th let. sapezbetová praporek) which consisted of two companies. The battalion used the cover name of "Hrozen", and its CO was a senior lieutenant whose name was unknown. [REDACTED] The airfield was also occupied by a PTP company employed on maintenance and construction work. Most of the members of this unit were older soldiers. The military post commander of Prerov was Colonel Ladislav Benhard. [REDACTED]

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5. The airfield was located southwest of Prerov, extended from the southwest to the northeast, and had the shape of a trapezoid. The cleared zone consisted of meadows and was between the localities of Henclov and Bochor. Several headquarters buildings, dumps, quartering buildings, fuel containers etc. were in a wooded area south of the field. These buildings were of more recent date. The buildings at the northern edge of the installation dated back to pre-war time. Except for the portion in the south, the airfield was not fenced in nor was it patrolled. The best view of the installation could be obtained from the Bochor-Veliny road to the southeast. The airfield measured about 5,000 meters square. The fenced-in portion in the wooden area to the south measured about 2,500 x 1,500 meters. To the north, the airfield border could be approached from Henclov [REDACTED] to the south from the direction of Klimka and Bochor. The airfield was surrounded by meadows and fields. The landing field was level, had a [REDACTED] grass cover, and was provided with underground graining facilities. [REDACTED] southwest-northeast runway. The tower housed the weather station and the dials of the control tower personnel. A Czech model "desitka" radio set was also available. The set could be used for radio and voice radio traffic and had a range of 100 km. The set was operated by Junior Lieutenant Strelec, Sergeant Jan Mislivec and Corporal Zdenek Zrcek. The second floor of the control tower was occupied by Junior Lieutenant Vicherek, and Sergeants Bulant and Papezik. The flight control headquarters was on the third floor. The ranking officer was company commander Kutý. Senior Lieutenant Ridosko and Vymola daily came to the flight control station. Radio equipment available there included two model desitka sets fitted with transmitters and receivers; a German model KL-16 set fitted with transmitter and receiver, a short-wave set with a range of 20 km; a German model KL-70-Yalta set, fitted with transmitter and receiver and four wave ranges. The latter set had a range of 500 km and its cross-shaped antenna was mounted on the roof of the tower. Communications with Polish airfields were maintained with this set. All radio sets were suited for Morse code and voice radio traffic. Radio test contact was maintained with airfields in Poland once a week. A hand-operated drop indicator panel with 24 drops for telephone communications with headquarters at the field and other Czech airfields was also available.
6. In regard to air traffic, Prerov airfield was subordinate to the Olomouc branch office of the headquarters at Prague. Daily telephone messages on air traffic at the field were transmitted to Olomouc. The headquarters in Prague was called "ustredni vojenske velitelstvi" (UVV), while the branch

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- 4 -

office at Olomouc was called "pomocny velitestvi hlavniho stanu", = pomocny velitesky stan (PVS). The antennas required for the radar sets were on the roof of the control tower. The two masts erected on the western and eastern sides of the control tower, about 25 meters distant from it, also supported radar antennas. One of these masts was also fitted with a windcone. Meteorological equipment had been installed on the roof of the control tower, from which a flag flew while air traffic was in progress. A loudspeaker system and equipment used for the transmission of broadcasts were available in a wooden building measuring 7 x 4 meters, located in the northern portion of the landing field.

The hangar northeast of the northern taxiway housed repair shops equipped with 3 lathes, 2 milling machines, drilling machines, grinding machines, 1 sheet metal cutting machine, and spraying equipment operated by a compressor. The mechanics working at the repair shop daily came from Prerov. The unit was commanded by one Captain Trnkal (fnu). The hangar next to the repair shop was empty. The two hangars were guarded by sentries. The boiler house for the central heating system was east of the two hangars. It was equipped with three boilers, each of which had a pressure of 10 atmospheres. The stand on the northwestern side of the taxiway contained gasoline and was used by trucks. The fire station was in a single-story brick building located beside the control tower. A garage housing four fire trucks and auxiliary trucks was south of the control tower.

A radio installation, called "Gonio" station was located in the western portion of the field. This radio installation was used for the transmission of course data to straggler aircraft. The installation was served by two sergeants, two corporals, and a private of the 24th Air Force Tng Co. Each Czech airfield was equipped with such a "Gonio" radio station. Each station used as specific call sign which consisted of an index figure and a cover name which was changed about 1800 on the 26th of each month. On 17 June 1954, the "Gonio" station at Prerov used the call sign "Hvezda 88"; in the preceding month, the call sign was "Krosna 88".

Two wooden shelters used by pilots of alert planes were located near the two aircraft dispersal areas located south of the southern taxiway. From the southern taxiway, a concrete road 60 meters long extended to the new hangar which measured 90 x 20 meters and was about 15 meters high. This hangar housed the 26 aircraft of the training company. The eight conventional aircraft available included six model "Arado" two-seater aircraft equipped with in-line engines; one model "Sokol" two-seater sport plane, and one model "cap KL-49" two-seater commercial aircraft. The 18 jet aircraft stationed at the field included four model "M 15 - 102" two-seater aircraft of Soviet origin armed with two machine guns and 1 x 37-mm gun, and 14 model "M 15 - 102" single-seater aircraft.

7. Five masts with red obstacle lights had been set up along the road from Bochor to the airfield area. Red obstacle lights had also been fitted on the spire of the church at Bochor and on the roof of the iron foundry northeast of the field. Temporary quartering buildings for the PWP company, storage facilities, and garages for eight Skoda trucks were located on the road from Bochor to the airfield, at the northeastern edge of the wood. Near the point where the road entered the wood, there was a brick building housing the Classified Documents Department. The building was permanently guarded. A rather primitive target range for firing practices with pistols and rifles was south of this building. The two fuel containers south of the range were used exclusively for jet fuel. Each of the two underground containers had a capacity of 40,000 liters. About 10 breather tubes were seen. An electric pump was also available. Two buildings in which clothing and aircraft replacement parts were stored were located south of the fuel containers, on the western side of the road extending from the southern taxiway to the

CONFIDENTIAL

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- 5 -

wooded area. An underground ammunition dump where, allegedly, machine gun ammunition was stored, was south of these two buildings. Two underground air raid shelters each with a capacity of about 500 persons was located in the northern portion of the wooden area. About 30 guard soldiers were stationed at the guardhouse which had a prison attached to it. The boiler house was equipped with two boilers for the central heating systems of the airfield installations located in the wooden area. The southern gate was guarded by two sentries. A building housing the regimental and battalion headquarters, a PX shop, and a dispensary was located on the eastern side of the road originating at the southern taxiway. A similar building housing the motion picture theatre, a painter's shop, a teletype office, and quarters for the personnel of the regimental headquarters was opposite this building. A brick building housing the kitchen and messroom was south of the two buildings. Nearby was a wooden building used as a library. The eastern gate of the field was also guarded by two sentries.

8. A so-called "Majak" radio station (navadedi stanice) used for instrument landing purposes was in the eastern portion of the wooden area, outside the fenced-in area. The installation consisted of a tower, 20 meters high and 10 meters square, and was of wood and iron construction. The installation transmitted a sound signal at a frequency of 300 kilocycles or 630 kilocycles. The station was permanently occupied by five men. Railroad connection was not available at the field.

9. The following units were stationed at the airfield:

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a. 7th Ftr Tng Regt.

CO: Major Franz Dolihal,

Deputy CO: A captain whose name was unknown,

Political Officer: Lieutenant Heinrich Krkoska,

Flight Instructors: Senior Lieutenant Lubos Ridosko,

Senior Lieutenant Franz Vymola,

b. 11th Air Base Bn.

This battalion, which was presumably subordinate to the 7th Ftr Tng Regt, consisted of two companies each with about 200 men. CO of the battalion was an unidentified senior lieutenant.

c. 24th Air Force Tng Co.

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CO: Senior Lieutenant Lubomir Kutý,

Deputy CO: Senior Lieutenant Stepanek, (fnu),

Political Officer: An unidentified lieutenant who had the nickname "pastry".

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First Sergeant: Sergeant Jemelka (fnu).

Flight Instructors: Lieutenant [redacted] [redacted].

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- 6 -

Junior Lieutenant Eduard Mueller, [REDACTED]

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Assigned to duty at the control tower: [REDACTED]

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Junior Lieutenant Oldrich Vicherek, [REDACTED]

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In charge of lighting facilities;
Sergeant Heinrich Palat.

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The company consisted of three platoons each of which had an authorized strength of 60 men. The actual strength of each platoon was, however, only 40 to 45 men. Leader of the 1st Platoon was Lieutenant Kovacik; leader of the 2nd Platoon was Sergeant Palat, and leader of the 3rd Platoon was Junior Lieutenant Mueller.

Motor vehicles available included 5 Skoda trucks, 4 Tatra-111 trucks, 6 Tatra-117 trucks, 2 Skoda ambulances, 1 Tatra crane truck, 3 Skoda type-300 tractors, and 4 Zetor-type-25 tractors.

The morale of the soldiers was rather poor and most of them resented the political indoctrination given them. ~~It was~~ good. The monthly pay for a corporal was 75 Czech crowns, for a ~~sergeant~~ 215 Czech crowns. The uniforms worn were of Soviet cut and of ~~dark blue~~ color. Black-bordered light blue epaulets were worn.

10. School flying was ~~practiced only~~ during the daytime at Prerov airfield. The control tower was ~~also occupied only~~ during daylight hours. The radio sets were switched off at night. About once a week, the regimental commander or some other officers of the staff flew to other airfields. The model "Kl 49 cap" aircraft was used for these flights. According to Senior Lieutenant Kutý, the airfield was to be used as a front line in installation in the event of war. No information was available on stocks of supply kept at the field. Aviation gasoline arrived by rail at Prerov.
11. Junior Lieutenant Vicherek, Sergeants Bulant, Papezik, [REDACTED] were assigned to duty at the control tower. Each of them was on duty for 24-hours duty with their tour beginning and ending at 0600. The first thing in the morning the weather report was transmitted. The ~~control tower~~ and the weather station were connected by a pneumatic tube. ~~Immediately~~ after the daily round of duty had begun, radio ~~communications~~ with the aircraft in readiness for flying were tested. The same procedure was repeated immediately before the completion of training. From 0910 to 0940, radio test contact with all airfields that Prerov was in communication with was maintained. A few airfields that Prerov was in communication with were: Olomouc, Prague-Kbely, Brno, Prostějov. Voice radio traffic was rather light. Most messages were transmitted by telephone. At 1615, the tower transmitted by telephone the round of duty for the following day to the office at Olomouc. This office used the cover name of "Kaprčina". The office included Departments Nos 6 through 10. All activities and air observation had also to be transmitted to this office. The following code figures were used for the daily reports transmitted to Olomouc:

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- 2 - theoretical training, no air activity;
- 4 - local flights within a range of 10 km from the field;
- 5 - weather flights, visibility;
- 6 - air activity planned for the whole month, reconnoitering of the areas to which flights were scheduled to be made;
- 8 - cooperation with ground personnel;
- 11 - firing with practice ammunition at air targets;

CONFIDENTIAL

25X1

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25X1

- 7 -

- 12 - firing with practice ammunition at ground targets;
- 14 -- firing with live ammunition at air targets;
- 15 - firing with live ammunition at ground targets;
- 16 - formation flying;
- 17 - practices involving the use of radar sets;
- 18 -- flights in the clouds and descent from clouds.

For example, messages reporting the activity for 10 October 1953, had the following format:

Odmocnina 4 0700, 1700 4 S-102, 4 30, VFR 40, 1. 6 ABC6 A;
 Odmocnina 6 0700, 1700 1 C-2, 3, 40, VFR 20;
 Odmocnina 18 0700, 1700 1 C-2, 1, 10 VFR 10.

The meaning of the first message was that the 7th Ftr Tng Regt was going to make local flights with four MiG-15s between 0700 and 1700. Each of the flights was to last 30 minutes and was to be made at an altitude of 400 meters. The meaning of the second message was that the model Arado plane was to make 3 x 40-minute flights at an altitude of 200 meters between 0700 and 1700 and that these flights were connected with the monthly flight schedule. The meaning of the third message was that a model Arado plane was scheduled to make a 10-minute flight at an altitude of 100 meters in order to practice flying above the clouds. There was little radio traffic between the control tower and flying aircraft. Connection with training aircraft was maintained by a mobile radio station, a model Skoda 2-ton truck. On 17 June 1954, the following call signs were in use for control towers and "Gonio" stations:

Airfield	Control Tower	"Gonio" Radio Station
Prerov	Hvezda 14	Hvezda 88
Olomouc	? ? 2	? ? 4
Prague Kbely	Komentar 1	Komentar 2
Brno	Kabelka 16	Kabelka 14
Prostejov	Chlebnik 1	Chlebnik 4
Zatec	Burnus 12	Burnus 12

The Holesov (49°19'N/17°35'E) civil airfield reported its air activity to Prerov which then transmitted the report to Olomouc. The same procedure was in use regarding the civil airfield at Otrokovice (49°12'N/17°32'E). The following code figures were used for telephone traffic between airfields:

Prerov	45
Olomouc	35
Prostejov	25
Brno	15
Prague-Kbely	49

The last figure of the two-digit code numbers was a 5 for airfields in Moravia, and a 9 for airfields in Bohemia. A total of 95 airfields including civil airfields was available in Czechoslovakia, most of them were in Moravia.

12. Prior to June 1954, an emplacement of the 30th AAA Bn from Prerov was located at Hill 298 southeast of Prerov. This emplacement was occupied by about 60 men who were quartered in six tents. The AA gun allegedly had a caliber of 48 mm.

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- 8 -

 Comment. The present report supports the previous assumption that a fighter training unit is stationed at Prerov airfield. The names mentioned in the report are received for the first time.

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For sketch of Prerov airfield, see Annex 1.

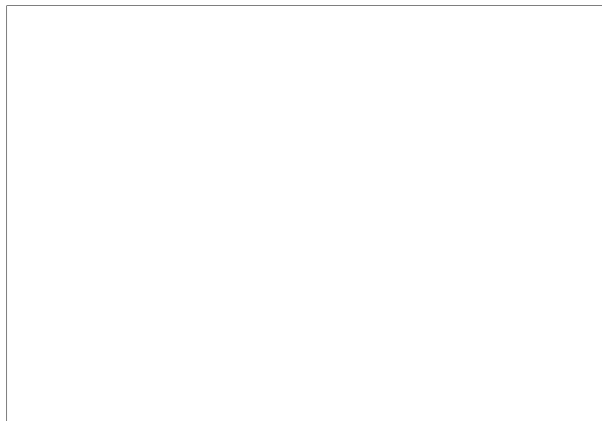
For sketch of the billeting area at Dolni Kubin, see Annex 2.

For sketch of the control tower, see Annex 3.

For sketch of the AAA emplacement, see Annex 4.



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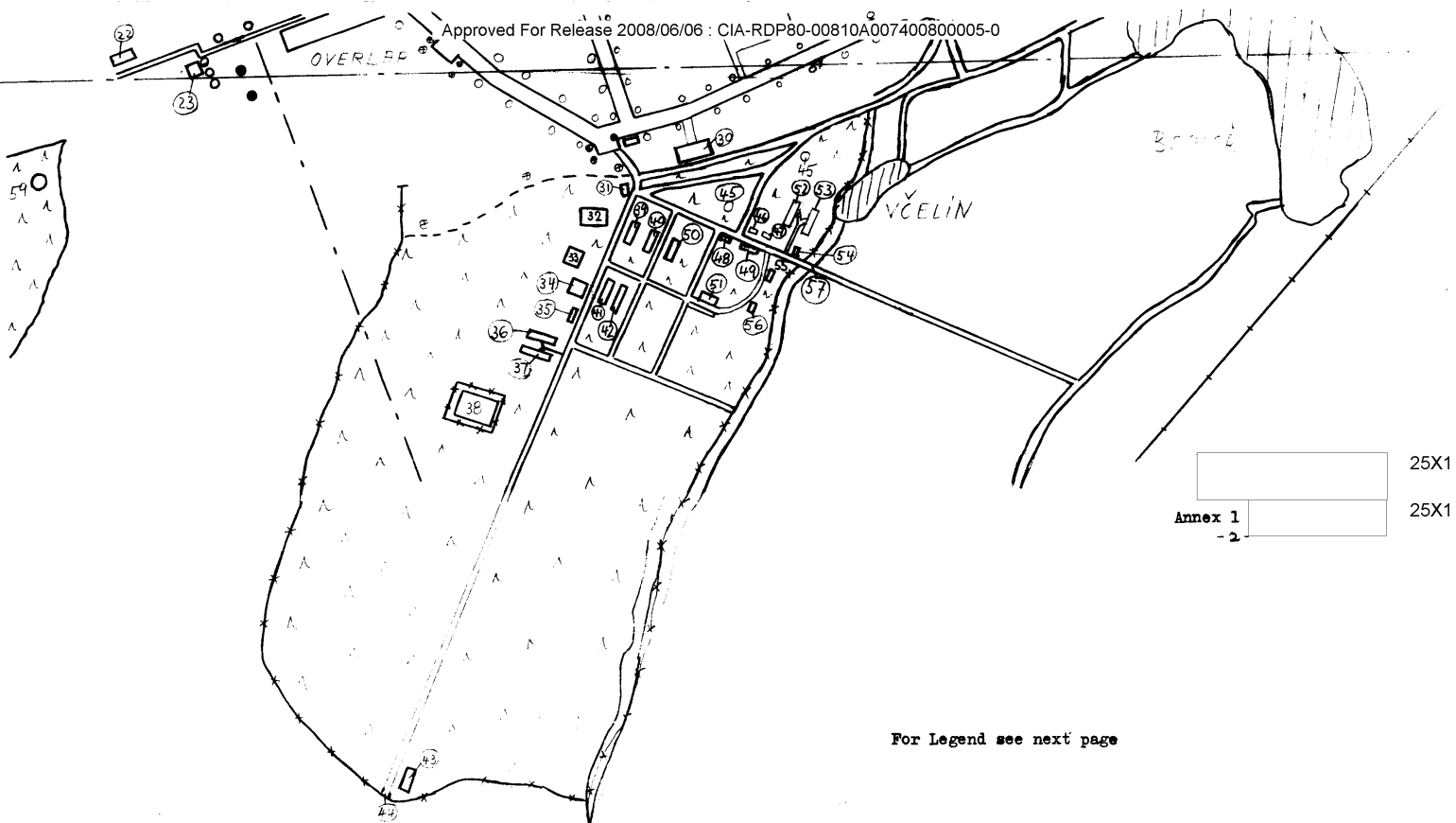
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Annex 1 25X1
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For Legend see next page

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Annex 1

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Layout Sketch of Prerov Airfield.Legend:

- 1 Northern gate, guarded by two sentries
- 2 Corrugated sheet metal garage, 40 x 15 meters, housing about 15 Skoda and Tatra trucks
- 3 Single-story temporary wooden building, 50 x 20 meters, housing messroom, motion picture theatre, and vacant quarters
4. Single-story temporary wooden building, 50 x 20 meters, with lumber yard, cement storage depot, and besteads [REDACTED]
- 5 Guardhouse at the northern gate, 4 x 4 meters
- 6 Transformer station of the airfield, 5 x 5 x 10 meters,
- 7 Single-story temporary wooden building, 40 x 15 meters, housing quarters of the 24th Tng Co, instruction rooms, office of the commanding officer of the company
- 8 Temporary wooden building, 7 x 4 meters, with broadcast central department of the airfield.
- 9 Temporary wooden building, 10 x 7 meters, with clothing store room
- 10 Temporary wooden building, 15 x 8 meters, wash-house
- 11 Single-story temporary wooden building, 40 x 15 meters, with quarters for drivers
- 12 Temporary wooden building, 10 x 7 meters, with clothing store room
- 13 Brick hangar, 40 x 20 meters, 10 meters high, with corrugated sheet metal roof slanting to the east
- 14 Brick hangar, same as item 13
- 15 Two-story brick building, 20 x 10 meters, with boiler house for the steam heating system serving all installations at the northern portion of the airfield
- 16 Temporary wooden building, 40 x 15 meters, with quarters for the 24th Tng Co, library, tailor's and shoemaker's shops
- 17 Temporary building, 40 x 15 meters, with vacant quarters
- 18 Brick building, 10 x 10 meters, horse stable with four horses
- 19 Truck garden
- 20 Vymyslov Farm
- 21 Brick building, 5 x 6 meters, gasoline pumping station with two pumps near the building

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Annex 1

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- 4 -

- 22 Single-story brick building, 10 x 7 meters, housing the radio station
- 23 Single-story brick building, 5 x 5 meters, 10 meters high, housing the research light station
- 24 Single-story brick building, 10 x 10 meters, with fire department and quarters for the fire fighting personnel.
- 25 Four-story brick control tower, 15 x 15 meters, 20 meters high, housing the flight control station, and the weather station.
- 26 Brick building, 20 x 10 meters, with garage for four fire fighting trucks
- 27 Wooden building, 5 x 5 meters, with waiting room for pilots and shelters
- 28 Wooden building, 5 x 5 meters, with waiting room for pilots and shelters
- 29 Temporary wooden buildings with quarters for the PTP personnel, storage rooms for tools and materials. [redacted] estimated strength of about 240 men) (this building is [redacted] the sketch).
- 30 Brick hangar with corrugated sheet metal roof slanting to the south, 90 x 20 meters and 15 meters high, with connecting lane to the southeastern taxiway
- 31 Brick building, 10 x 10 meters, housing the classified materials department (administration of the airfield).
- 32 Target range, about 100 x 100 meters
- 33 Underground gasoline tank with a capacity of 40,000 liters
- 34 Underground gasoline tank with a capacity of 40,000 liters
- 35 Brick building, 5 x 7 meters, with pumping station belonging to the gasoline tanks
- 36 Brick building, 60 x 20 meters, housing a clothing store room and the storage depot for aircraft spare parts
- 37 Brick building, 60 x 20 meters, housing a clothing store room and a storage depot for aircraft spare parts
- 38 Partly underground concrete ammunition dump the area of which covered with grass and trees. According to source, machine gun ammunition was stored there
- 39 Single-story brick building, 40 x 15 meters, housing the staffs of the regiment, and of the battalion, a messroom and a dispensary
- 40 Single-story brick building, 40 x 15 meters, housing a motion picture theatre, a painter's shop, and a teletype installation
- 41 Brick building, 60 x 20 meters and about 15 meters high, with kitchen and messhall
- 42 Temporary wooden building, 40 x 10 meters, with library and motion picture theatre

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Annex 1

25X1

- 5 -

- 43 Wooden guardhouse, 4 x 4 meters, at the southern gate occupied by two sentries
- 44 Southern gate
- 45 Partly underground camouflaged air raid shelter for 500 persons
- 46 Temporary wooden building, 10 x 10 meters, coal dump
- 47 Temporary wooden building, 10 x 10 meters, coal dump
- 48 Brick guardhouse, 10 x 10 meters, with prison
- 49 Brick building under construction, 20 x 15 meters for an undetermined purpose. [redacted] it was allegedly planned to transfer the staffs from installation No 39 to this building. 25X1
- 50 Brick building, 40 x 15 meters, with quarters for a company of the 11th Bn
- 51 Brick boiler house, 40 x 20 meters and about 20 meters high with steam heating serving installation located in the woods south of the airfield
- 52 Brick building, 40 x 20 meters, with dwellings for officers and NCOs
- 53 Brick building, 40 x 20 meters, with dwellings for officers and NCOs
- 54 Wooden guardhouse, 2 x 2 meters, at the main gate in the eastern portion, occupied by two sentries
- 55 Temporary wooden building, 7 x 6 meters, with cement dump
- 56 Temporary wooden building, 7 x 6 meters, with cement dump
- 57 Eastern gate, main entrance to the airfield, The gate consisted of [redacted] iron, about 10 meters wide, with barriers in front and behind the gate
- 58 Iron foundry northeast of the airfield
- 59 Tower, 10 x 10 meters and about 20 meters high, and iron and wooden construction, with "Majak" station (navadeži stanice) for instrument landing

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Annex 2

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- 2 -

Sketch of the Billeting Area at Dolni Kubin .

- 1 Dolni Kubin railroad station
- 22 Iron main gate, about 5 meters wide and 2 1/2 meters high
- 3 Gate usually closed
- 4 Gate usually closed
- 5 Meshed wire fence 2 1/2 meters high
- 6 Brick guardhouse, 4 x 4 meters, occupied by two sentries armed with submachine guns
- 7 Single-story brick guardhouse and prison, 10 x 15 meters, housing an office
- 8 Two-story brick building, 20 x 15 meters, housing the staff, company offices and the post office
- 9 Two-story building, 40 x 20 meters, with quarters for Co "CH" and Co "K"
- 10 Two-story building, 40 x 20 meters, with quarters for Co "Z"
- 11 Single-story brick building, 50 x 20 meters, with kitchen and mess hall
- 12 Single-story brick building, 50 x 20 meters, with dispensary and medical office
- 13 Two-story brick building, 45 x 20 meters, with gymnasium and instruction rooms
- 14 Two-story brick building, 45 x 20 meters, with gymnasium and instruction rooms
- 15 Single-story brick garage, 40 x 20 meters, with coal storage shed and wash-house
- 16 Single-story brick garage, 40 x 20 meters
- 17 Single-story brick storage depot, 10 x 10 meters
- 18 Single-story brick building, 60 x 20 meters, with clothing store room, tailor's shop and shoemaker's shop
- 19 Wooden shed, 15 x 10 meters, storage room for timber and straw
- 20 Single-story brick building, 10 x 9 meters, with officers quarters
- 21 Single-story brick building, 10 x 9 meters, with officers quarters
- 22 Athletic field
- 23 Athletic field
- 24 Single-story brick building, 40 x 15 meters, with messroom, library, and visitor's room
- 25 Single-story brick building, 60 x 20 meters, motion picture theatre

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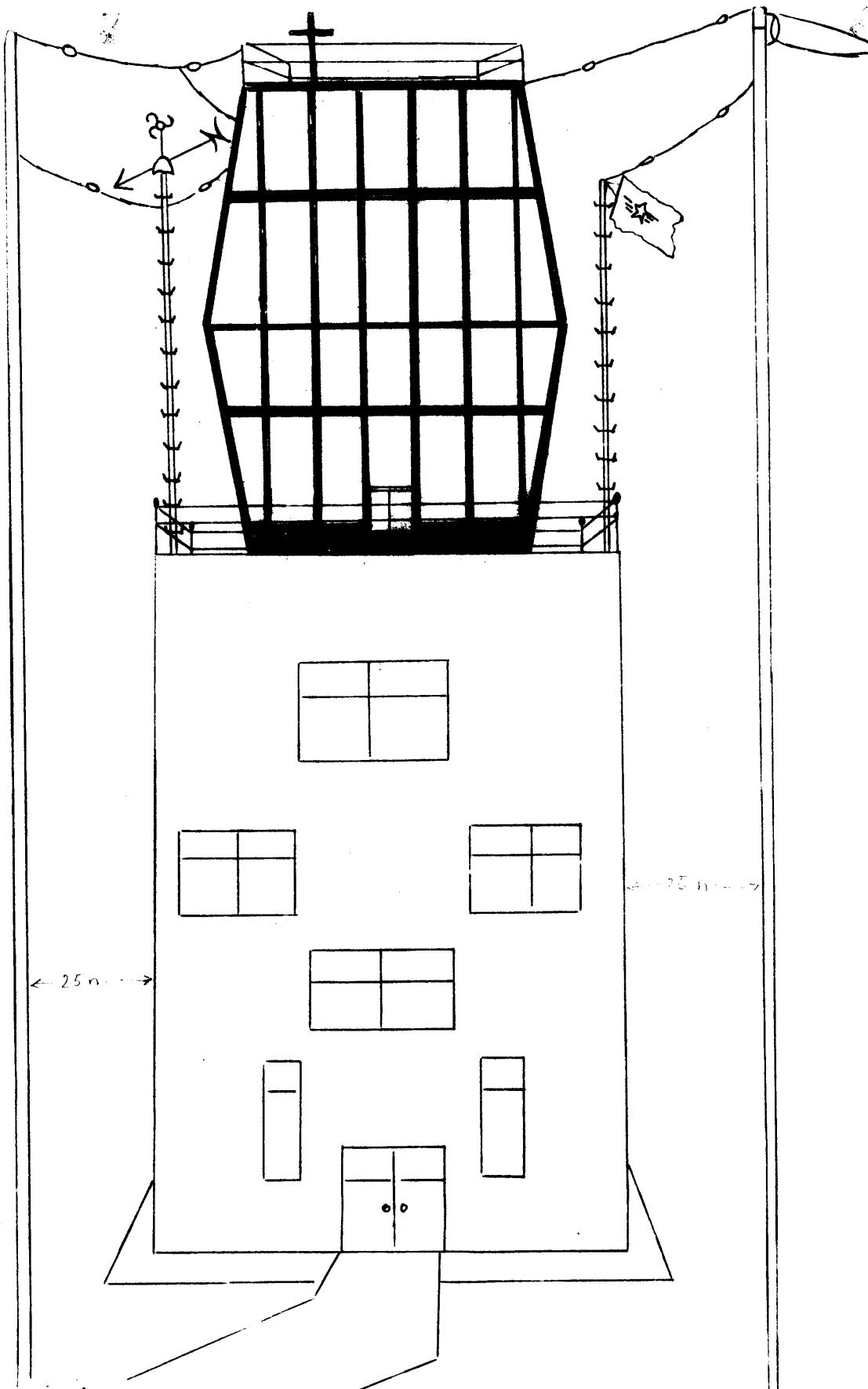
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Annex 3

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Sketch of the Control Tower



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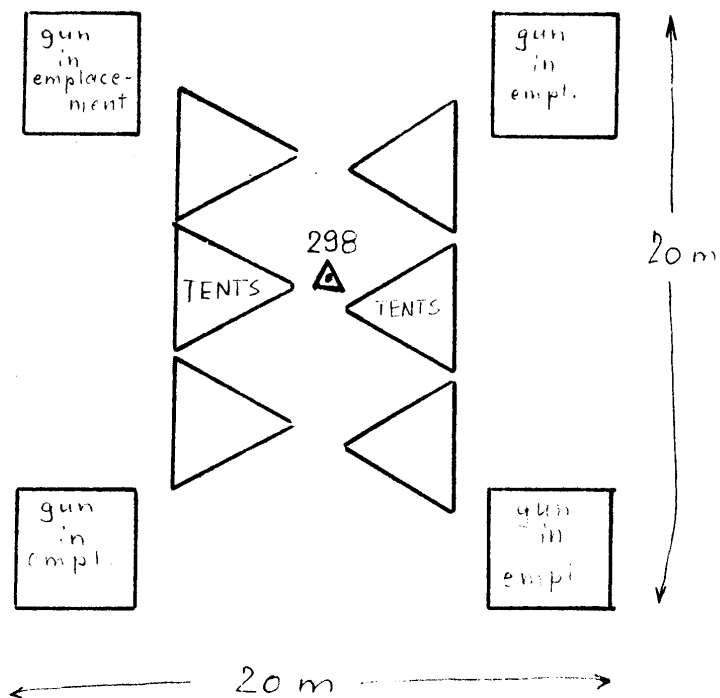
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Annex 4

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Sketch of the AAA Emplacement.

Sketch of the AAA Emplacement.



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COUNTRY Czechoslovakia REPORT [REDACTED]

TOPIC 1. Induction Procedure, Air Force Training Camp at Dolni Kubin

Air Force Units at Prazsky Airfield 25X1

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 23 June 1955 25X1

REFERENCES [REDACTED]

PAGES 0 ENCLOSURES (NO. & TYPE) 5 sketches, with legends 25X1

REMARKS [REDACTED]

This is UNEVALUATED Information

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2. When the Dolni Kubin training camp was inspected by an air force colonel, Major Dula stated that this officer came from the 3rd Div in Piestany. The following officers of the training camp were remembered: 25X1
- Camp commandant, Major Jan Dula, a Slovak, [REDACTED]

Deputy camp commander a captain, name unknown, a Czech, [REDACTED] 25X1

Political officer a graduate from a political school the training at which lasted two years; (the graduates of this school wore a five-pointed red star mounting a silver eagle within a quadrangle on their right breast), [REDACTED] 25X1

Deputy political officer a Slovak captain, [REDACTED]

Medical officer a Slovak captain,

CO of "Z" Co a senior lieutenant [REDACTED]

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- 2 -

Deputy CO of [redacted] Junior Lieutenant Zdenicek, [redacted]
 "Z" Co [redacted]

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Platoon leaders of "Z" Co:
 1st Platoon: Corporal Simcik
 2nd " : a sergeant
 3rd " : " "
 4th " : Corporal Balac

All the platoon leaders were officer candidates and wore yellow-bordered epaulets.

CO of "K" Co: a Slovak senior lieutenant
 CO of "CH" Co: same as "K" Co.

The training camp was occupied by about 720 men who were organized into three companies of equal strength. A detail of 12 soldiers served as guard personnel and defense. Civilian personnel were employed in the kitchen.

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Two platoons of "Z" Co were equipped with a total of about 100 German type T-24 submachine guns, the other two platoons had a total of about 100 German 7.92 mm carbines. Carbines and submachine guns were used alternately every month. The company was also equipped with four model T-24 German light machine guns and one model 75 Czech heavy machine gun. An electrically fired Czech bazooka was also shown to the recruits. This weapon was allegedly introduced after 1950. Each ~~trainee~~ was equipped with a German gas mask. A gas-chamber test with tear gas was made once. The company also had four Skoda model 3-ton trucks. The quarters of the training camp were opposite the Dolni Kubin railroad station. The camp was laid out in the form of a rectangle measuring about 200 x 150 meters and was surrounded by a wire fence 2.5 meters high. All the buildings of the camp were new brick structures. Prior to 1952, an air force academy had been stationed in these buildings. Originally, the installation had been used by an infantry unit, and it was said that it was to be occupied by a tank unit.

To the east, the camp bordered on a training area including Hill 698. Another training area measuring about 1,000 meters square was to the southwest of the barracks buildings, between the localities of Cecel and Poruba. Firing practices were held at a range in a forest about six km southeast of the camp. Political training was given for two hours every day. Food was good, and the monthly pay was 76 Czech crowns. The morale of the trainees was rather poor. Political indoctrination was resented, because the marks received in this subject had a bearing on the passes granted. No more passes were granted at Dolni Kubin after one of the trainees got drunk in town. The soldiers at the camp feared that a new war was imminent. About 4 or 5 percent of them sympathized with the Soviets. The trainees at the camp included about 100 Slovaks from Bohemia and Moravia and 50 ethnic Germans who had been given Czech citizenship. The Germans could become corporals and sergeants.

3. After completion of basic training at the camp, about 35 men were promoted to the rank of corporal. The trainees were then transferred to the Mlada, Zatec (50 22 N/13 35 E), and Prerov airfields.

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25X1

- 3 -

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4. The 24th Air Force Training Co used the cover name of "Bazen", [redacted] and its CO was Senior Lieutenant Lubomir Kutý. The company belonged to the 7th Fighter Training Regt, which used the cover name of "Olomoucko" and was commanded by Major Frant. Dolihel. [redacted] Another unit [redacted] at the airfield was the 11th Air Base Bn (11. let. zápasobcovací prapor) which consisted of two companies. The battalion used the cover name of "Hromada" and its CO was a senior lieutenant whose name was unknown. [redacted] The airfield was also occupied by a PTP company employed on maintenance and construction work. Most of the members of this unit were older soldiers. The military post commander of Prerov was Colonel Ladislav Radvan, [redacted]

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5. The airfield was located southwest of Prerov, extended from the southwest to the northeast, and had the shape of a trapezoid. The cleared zone consisted of meadows and was between the localities of Henslov a. Bochor. Several headquarters buildings, dumps, quartering buildings, fuel containers etc, were in a wooded area south of the field. These buildings were of more recent date. The buildings at the northern edge of the installation dated back to pre-war time. Except for the portion in the south, the airfield was not fenced in nor was it patrolled. The best view of the installation could be obtained from the Bochor-Veliny road to the southeast. The airfield measured about 5,000 meters square. The wooded-in portion in the wooded area to the south measured about 2,500 x 1,500 meters. To the north, the airfield border could be approached from Henslov-Veliny to the south from the direction of Klínka and Bochor. The airfield was surrounded by meadows and fields. The landing field was level, had a good grass cover, and was provided with underground draining facilities and a southwest-northeast runway. The tower housed the weather station and the billets of the control tower personnel. A Czech model "desitka" radio set was also available. The set could be used for radio and voice radio traffic and had a range of 100 km. The set was operated by Junior Lieutenant Strelac, Sergeant Jan Mislivec and Corporal Zdenek Zrosk. The second floor of the control tower was occupied by Junior Lieutenant Vicherek, and Sergeants Bulant and Paparik. The flight control headquarters was on the third floor. The ranking officer was company commander Kutý. Senior Lieutenant Ridogko and Vymela daily came to the flight control station. Radio equipment available there included two model desitka sets fitted with transmitters and receivers; a German model KL-16 set fitted with transmitter and receiver, a short-wave set with a range of 20 km; a German model KL-70-Yalta set, fitted with transmitter and receiver and four wave ranges. The latter set had a range of 500 km and its cross-shaped antenna was mounted on the roof of the tower. Communications with Polish airfields were maintained with this set. All radio sets were suited for Morse code and voice radio traffic. Radio test contact was maintained with airfields in Poland once a week. A hand-operated drop indicator panel with 24 drops for telephone communications with headquarters at the field and other Czech airfields was also available.
6. In regard to air traffic, Prerov airfield was subordinate to the Olomouc branch office of the headquarters at Prague. Daily telephone messages on air traffic at the field were transmitted to Olomouc. The headquarters in Prague was called "místní vojenské velitelství" (UVV), while the branch

CONFIDENTIAL

CONFIDENTIAL

- 4 -

office at Olomouc was called "pomocna vojenske velitestvi hlavniho stanu", = pomocny velitestsky stan (PVS). The antennas required for the radar sets were on the roof of the control tower. Two iron masts erected on the western and eastern sides of the control tower, about 25 meters distant from it, also supported radar antennas. One of these masts was also fitted with a windcone. Meteorological equipment had been installed on the roof of the control tower, from which a flag flew while air traffic was in progress. A loudspeaker system and equipment used for the transmission of broadcasts were available in a wooden building measuring 7 x 4 meters, located in the northern portion of the landing field.

The hangar northeast of the northern taxiway housed repair shops equipped with 3 lathes, 2 milling machines, drilling machines, grinding machines, 1 sheet metal cutting machine, and spraying equipment operated by a compressor. The mechanics working at the repair shop daily came from Prerov. The unit was commanded by one Captain Trnkai (fnm). The hangar next to the repair shop was empty. The two hangars were guarded by sentries. The boiler house for the central heating system was east of the two hangars. It was equipped with three boilers, each of which had a pressure of 10 atmospheres. The stand-pipes on the northwestern side of the taxiway contained gasoline and ~~oil~~ used by trucks. The fire station was in a single-story brick building which was located beside the control tower. A garage housing four fire trucks and auxiliary trucks was south of the control tower.

A radio installation, called "Gonio" station was located in the western portion of the field. This radio installation was used for the transmission of course data to straggler aircraft. The installation was served by two sergeants, two corporals, and a private of the 24th Air Force Sig Co. Each Czech airfield was equipped with such a "Gonio" radio station. Each station used a specific call sign which consisted of an index figure and a cover name which was changed about 1800 on the 26th of each month. On 17 June 1954, the "Gonio" station at Prerov used the call sign "Hvezda 88"; in the preceding month, the call sign was "Kroena 88".

Two wooden shelters used by pilots of alert planes were located near the two aircraft dispersal areas located south of the southern taxiway. From the southern taxiway, a concrete road 60 meters long extended to the new hangar which measured 90 x 20 meters and was about 15 meters high. This hangar housed the 26 aircraft of the training company. The eight conventional aircraft available included six model "Arado" two-seater aircraft equipped with in-line engines; one model "Sokol" two-seater sport plane, and one model "cap KL-49" two-seater commercial aircraft. The 18 jet aircraft stationed at the field included four model "M 15 - 102" two-seater aircraft of Soviet origin armed with two machine guns and 1 x 37-mm gun, and 14 model "M 15 - 102" single-seater aircraft.

7. Five masts with red obstacle lights had been set up along the road from Bochor to the airfield area. Red obstacle lights had also been fitted on the spire of the church at Bochor and on the roof of the iron foundry northeast of the field. Temporary quartering buildings for the PTP company, storage facilities, and garages for eight Skoda trucks were located on the road from Bochor to the airfield, at the northeastern edge of the wood. Near the point where the road entered the wood, there was a brick building housing the Classified Documents Department. The building was permanently guarded. A rather primitive target range for firing practices with pistols and rifles was south of this building. The two fuel containers south of the range were used exclusively for jet fuel. Each of the two underground containers had a capacity of 40,000 liters. About 10 breather tubes were seen. An electric pump was also available. Two buildings in which clothing and aircraft replacement parts were stored were located south of the fuel containers, on the western side of the road extending from the southern taxiway to the

CONFIDENTIAL

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25X1

- 5 -

wooded area. An underground ammunition dump where, allegedly, machine gun ammunition was stored, was south of these two buildings. Two underground air raid shelters each with a capacity of about 500 persons was located in the northern portion of the wooded area. About 30 guard soldiers were stationed at the guardhouse which had a prison attached to it. The boiler house was equipped with two boilers for the central heating systems of the airfield installations located in the wooded area. The southern gate was guarded by two sentries. A building housing the regimental and battalion headquarters, a PX shop, and a dispensary was located on the eastern side of the road originating at the southern taxiway. A similar building housing the motion picture theatre, a painter's shop, a teletype office, and quarters for the personnel of the regimental headquarters was opposite this building. A brick building housing the kitchen and messroom was south of the two buildings. Nearby was a wooden building used as a library. The eastern gate of the field was also guarded by two sentries.

8. A so-called "Majak" radio station (navadeci stanice) used for instrument landing purposes was in the eastern portion of the wooded area, outside the fenced-in area. The installation consisted of a tower, 20 meters high and 10 meters square, and was of wood and iron construction. The radio installation transmitted a sound signal at a frequency of 320 megacycles or 630 kilocycles. The station was permanently occupied by five men. Railroad connection was not available at the field.

9. The following units were stationed at the airfield:

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a. 7th Pz Tng Regt.

CO: Major Frans Delihal,

Deputy CO: A captain whose name was unknown,

Political Officer: Lieutenant Heinrich Erkoeka,

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Flight Instructors: Senior Lieutenant Lubos Hidesko,

Senior Lieutenant Frans Vymola,

b. 11th Air Base Bn.

This battalion, which was presumably subordinate to the 7th Pz Tng Regt, consisted of two companies each with about 200 men. CO of the battalion was an unidentified senior lieutenant.

c. 24th Air Force Tng Co.

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CO: Senior Lieutenant Lubomir Kutý,

Deputy CO: Senior Lieutenant Stepanek (fnu),

Political Officer: An unidentified lieutenant who had the nickname "pastry".

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First Sergeant: Sergeant Jemelka (fnu).

Flight Instructors: Lieutenant Andreas Kovacik,

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CONFIDENTIAL

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25X1

- 6 -

Junior Lieutenant Einar Møller, [redacted]

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Assigned to duty at the control tower:

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Junior Lieutenant Oldrich Vicherek, [redacted]

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In charge of lighting facilities:

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Sergeant Heinrich Palat.

The company consisted of three platoons each of which had an authorized strength of 60 men. The actual strength of each platoon was, however, only 40 to 45 men. Leader of the 1st Platoon was Lieutenant Kovacik; leader of the 2nd Platoon was Sergeant Palat, and leader of the 3rd Platoon was Junior Lieutenant Møller.

Motor vehicles available included 3 Skoda trucks, 4 Tatra-111 trucks, 6 Tatra-117 trucks, 2 Skoda ambulances, 1 Tatra crane truck, 3 Skoda type-30 tractors, and 4 Zetor-type-25 tractors.

The morale of the soldiers was rather poor and most of them resented the political indoctrination given them. Food was good. The monthly pay for a corporal was 75 Czech crowns, for a master sergeant 215 Czech crowns. The uniforms were of Soviet cut and of dark blue color. Black-bordered light blue epaulets were worn.

10. School flying was practiced only during the daytime at Prerov airfield. The control tower was also occupied only during daylight hours. The radio sets were switched off at night. About once a week, the regimental commander or some other officers of the staff flew to other airfields. The model "Kl 49 cap" aircraft was used for these flights. According to Senior Lieutenant Kutý, the airfield was to be used as a front line in installation in the event of war. No information was available on stocks of supply kept at the field. Aviation gasoline arrived by rail at Prerov.

11. Junior Lieutenant Vicherek, Sergeants Bulant, Papazik, [redacted] were assigned to duty at the control tower. Each of them was on duty for 24-hour duty with their tour beginning and ending at 0600. The first thing in the morning the weather report was transmitted. The control tower and the weather station were connected by a pneumatic tube system. Immediately after the daily round of duty had begun, radio communications with the aircraft in readiness for flying were tested. The same procedure was repeated immediately before the completion of training. From 0910 to 0940, radio test contact with all airfields that Prerov was in communication with was maintained. A few airfields that Prerov was in communication with were: Olomouc, Prague-Kbely, Brno, Prostějov. Voice radio traffic was rather light. Most messages were transmitted by telephone. At 1615, the tower transmitted by telephone the round of duty for the following day to the office at Olomouc. This office used the cover name of "Kapradska". The office included Departments Nos 6 through 10. All activities and air observation had also to be transmitted to this office. The following code figures were used for the daily reports transmitted to Olomouc:

25X1

- 2 - theoretical training, no air activity;
- 4 - local flights within a range of 10 km from the field;
- 5 - weather flights, visibility;
- 6 - air activity planned for the whole month, reconnoitering of the areas to which flights were scheduled to be made;
- 8 - cooperation with ground personnel;
- 11 - firing with practice ammunition at air targets;

CONFIDENTIAL

CONFIDENTIAL

25X1

- 7 -

- 12 - firing with practice ammunition at ground targets;
- 14 - firing with live ammunition at air targets;
- 15 - firing with live ammunition at ground targets;
- 16 - formation flying;
- 17 - practices involving the use of radar sets;
- 18 - flights in the clouds and descent from clouds.

For example, messages reporting the activity for 10 October 1953, had the following forms:

Odmocnina 4 0700, 1700 4 S-102, 4 30, VFR 40, 1. 6 ABC6 A;
 Odmocnina 6 0700, 1700 1 C-2, 3, 40, VFR 20;
 Odmocnina 18 0700, 1700 1 C-2, 1, 10 VFR 10.

The meaning of the first message was that the 7th Ftr Tng Bgt was going to make local flights with four MiG-15s between 0700 and 1700. Each of the flights was to last 30 minutes and was to be made at an altitude of 400 meters. The meaning of the second message was that the model Arado plane was to make 3 x 40-minute flights at an altitude of 200 meters between 0700 and 1700 and that these flights were connected with the monthly flight schedule. The meaning of the third message was that a model Arado plane was scheduled to make a 10-minute flight at an altitude of 100 meters in order to practice flying above the clouds. There was little radio traffic between the control tower and flying aircraft. Connection with training aircraft was maintained by a mobile radio station, a model Skoda 2-ton truck. On 17 June 1954, the following call signs were in use for control towers and "Gonio" stations:

Airfield	Control Tower	"Gonio" Radio Station
Prerov	Hvezda 14	Hvezda 88
Olomouc	? ? 2	? ? 4
Prague Kbely	Komentar 1	Komentar 2
Brno	Kabelka 16	Kabelka 14
Prostejov	Chlebnik 1	Chlebnik 4
Zatec	Burnus 12	Burnus 19

The Holesov (49°19'N/17°35'E) civil airfield reported its air activity to Prerov which then transmitted the report to Olomouc. The same procedure was in use regarding the civil airfield at Otrokovice (49°12'N/17°32'E). The following code figures were used for telephone traffic between airfields:

Prerov	45
Olomouc	35
Prostejov	25
Brno	15
Prague-Kbely	49

The last figure of the two-digit code numbers was a 5 for airfields in Moravia, and a 9 for airfields in Bohemia. A total of 95 airfields including civil airfields was available in Czechoslovakia, most of them were in Moravia.

12. Prior to June 1954, an emplacement of the 30th AAA Bn from Prerov was located at Hill 298 southeast of Prerov. This emplacement was occupied by about 60 men who were quartered in six tents. The AA gun allegedly had a caliber of 48 mm.


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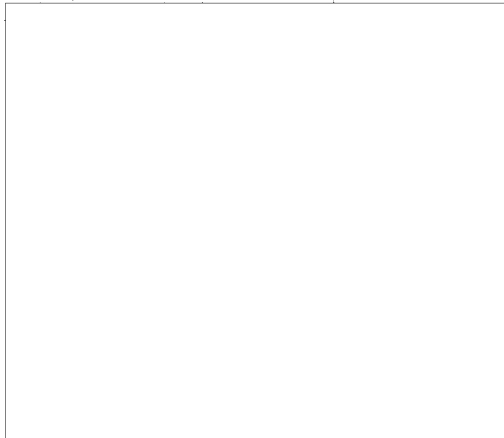


- 8 -

 Comment. The present report supports the previous assumption that a fighter training unit is stationed at Prerov airfield. The names mentioned in the report are received for the first time.

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For sketch of Prerov airfield, see Annex 1.
For sketch of the billeting area at Dolni Kubin, see Annex 2.
For sketch of the control tower, see Annex 3.
For sketch of the AAA emplacement, see Annex 4.

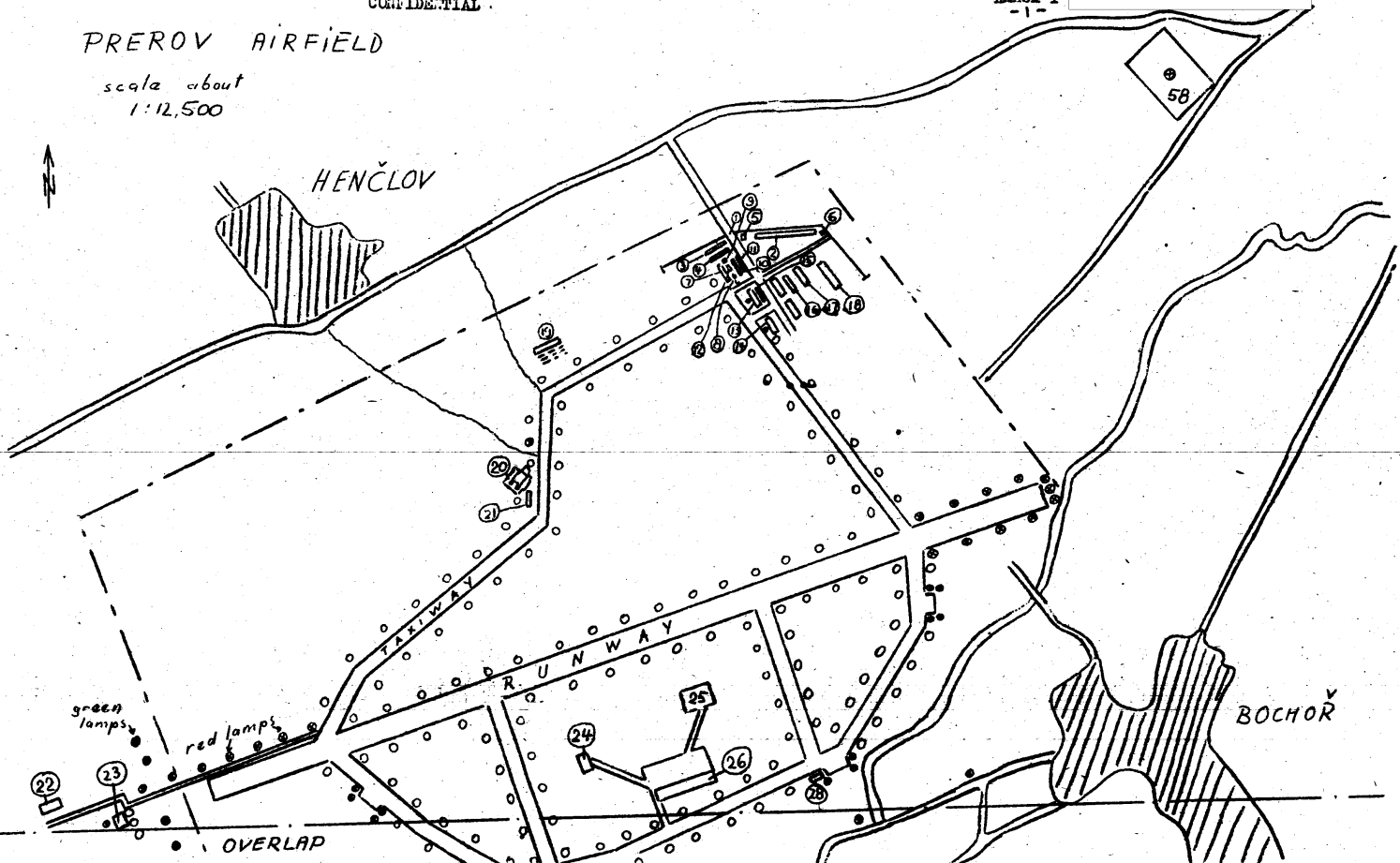


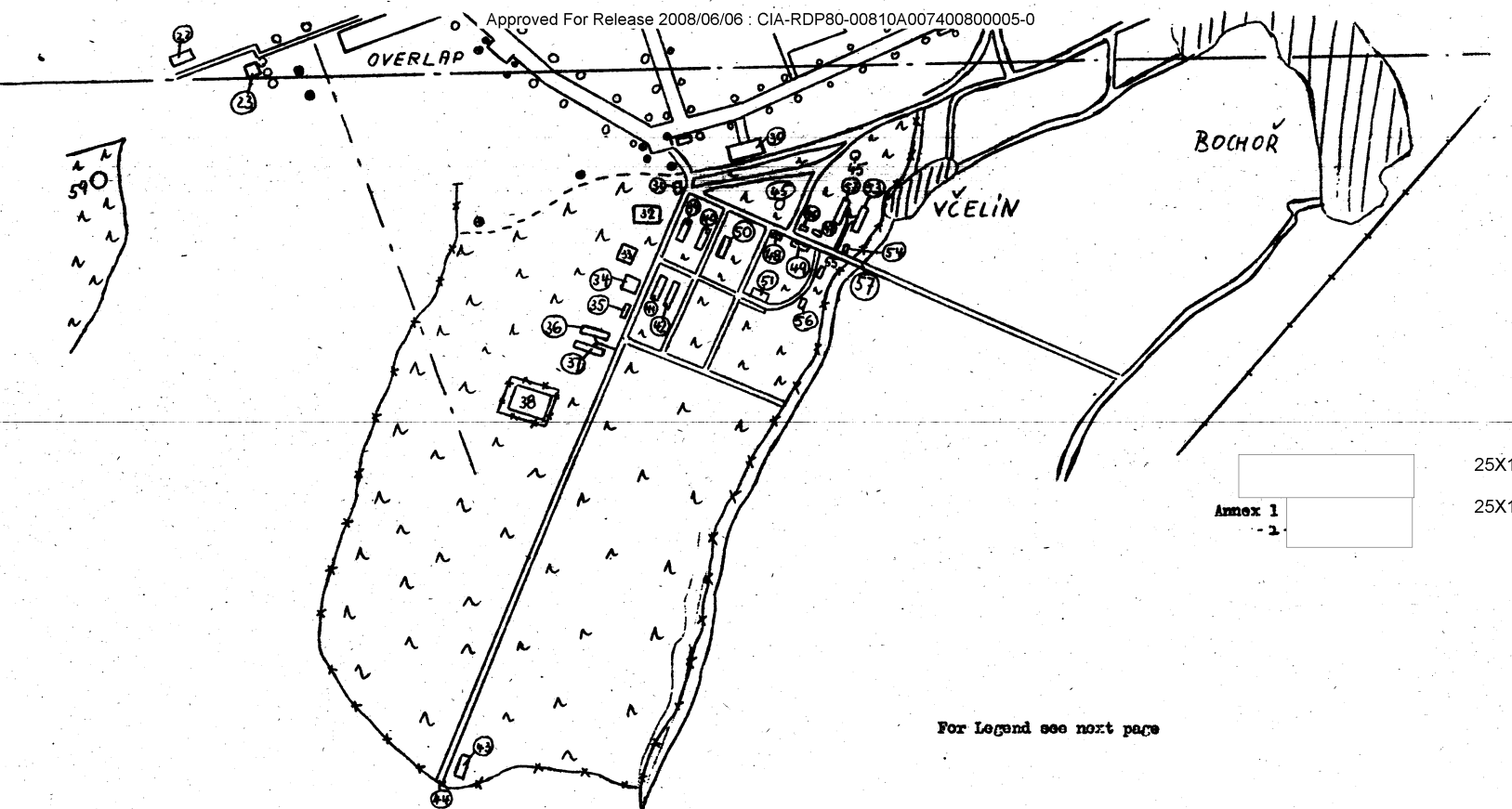
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PREROV AIRFIELD

scale about
1:12,500





Annex 1
-- 2

For Legend see next page

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Annex 1

- 3 -

25X1

Layout Sketch of Prerov Airfield.Legend:

- 1 Northern gate, guarded by two sentries
- 2 Corrugated sheet metal garage, 40 x 15 meters, housing about 15 Skoda and Tatra trucks
- 3 Single-story temporary wooden building, 50 x 20 meters, housing messroom, motion picture theatre, and vacant quarters
- 4 Single-story temporary wooden building, 50 x 20 meters, with lumber yard, cement storage depot, and besteds ~~Fig.~~
- 5 Guardhouse at the northern gate, 4 x 4 meters
- 6 Transformer station of the airfield, 5 x 5 x 10 meters,
- 7 Single-story temporary wooden building, 40 x 15 meters, housing quarters of the 24th Tng Co, instruction rooms, office of the commanding officer of the company
- 8 Temporary wooden building, 7 x 4 meters, with broadcast central department of the airfield.
- 9 Temporary wooden building, 10 x 7 meters, with clothing store room
- 10 Temporary wooden building, 15 x 8 meters, wash-house
- 11 Single-story temporary wooden building, 40 x 15 meters, with quarters for drivers
- 12 Temporary wooden building, 10 x 7 meters, with clothing store room
- 13 Brick hangar, 40 x 20 meters, 10 meters high, with corrugated sheet metal roof slanting to the east
- 14 Brick hangar, same as item 13
- 15 Two-story brick building, 20 x 10 meters, with boiler house for the steam heating system serving all installations at the northern portion of the airfield
- 16 Temporary wooden building, 40 x 15 meters, with quarters for the 24th Tng Co, library, tailor's and shoemaker's shops
- 17 Temporary building, 40 x 15 meters, with vacant quarters
- 18 Brick building, 10 x 10 meters, horse stable with four horses
- 19 Truck garden
- 20 Vynyslov Farm
- 21 Brick building, 5 x 6 meters, gasoline pumping station with two pumps near the building

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25X1

Annex 1

- 4 -

- 22 Single-story brick building, 10 x 7 meters, housing the radio station
- 23 Single-story brick building, 5 x 5 meters, 10 meters high, housing the search-light station
- 24 Single-story brick building, 10 x 10 meters, with fire department and quarters for the fire fighting personnel.
- 25 Four-story brick control tower, 15 x 15 meters, 20 meters high, housing the flight control station, and the weather station.
- 26 Brick building, 20 x 10 meters, with garage for four fire fighting trucks
- 27 Wooden building, 5 x 5 meters, with waiting room for pilots and shelters
- 28 Wooden building, 5 x 5 meters, with waiting room for pilots and shelters
- 29 Temporary wooden buildings with quarters for the PTP personnel, storage rooms for tools and materials. (the company had an estimated strength of about 240 men) (This building is not indicated on the sketch).
- 30 Brick hangar with corrugated sheet metal roof slanting to the south, 90 x 20 meters and 15 meters high, with connecting lane to the southeastern taxiway
- 31 Brick building, 10 x 10 meters, housing the classified materials department (administration of the airfield).
- 32 Target range, about 100 x 100 meters
- 33 Underground gasoline tank with a capacity of 40,000 liters
- 34 Underground gasoline tank with a capacity of 40,000 liters
- 35 Brick building, 5 x 7 meters, with pumping station belonging to the gasoline tanks
- 36 Brick building, 60 x 20 meters, housing a clothing store room and the storage depot for aircraft spare parts
- 37 Brick building, 60 x 20 meters, housing a clothing store room and a storage depot for aircraft spare parts
- 38 Partly underground concrete ammunition dump the area of which covered with grass and trees. According to source, machine gun ammunition was stored there
- 39 Single-story brick building, 40 x 15 meters, housing the staffs of the regiment, and of the battalion, a messroom and a dispensary
- 40 Single-story brick building, 40 x 15 meters, housing a motion picture theatre, a painter's shop, and a teletype installation
- 41 Brick building, 60 x 20 meters and about 15 meters high, with kitchen and messhall
- 42 Temporary wooden building, 40 x 10 meters, with library and motion picture theatre

25X1

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25X1

Annex 1

- 5 -

- 43 Wooden guardhouse, 4 x 4 meters, at the southern gate occupied by two sentries
- 44 Southern gate
- 45 Partly underground camouflaged air raid shelter for 500 persons
- 46 Temporary wooden building, 10 x 10 meters, coal dump
- 47 Temporary wooden building, 10 x 10 meters, coal dump
- 48 Brick guardhouse, 10 x 10 meters, with prison
- 49 Brick building under construction, 20 x 15 meters for an undetermined purpose. [redacted] it was allegedly planned to transfer the staffs from installation No 39 to this building.
- 50 Brick building, 40 x 15 meters, with quarters for a company of the 11th Bn
- 51 Brick boiler house, 40 x 20 meters and about 20 meters high with steam heating serving installation located in the woods south of the airfield
- 52 Brick building, 40 x 20 meters, with dwellings for officers and NCOs
- 53 Brick building, 40 x 20 meters, with dwellings for officers and NCOs
- 54 Wooden guardhouse, 2 x 2 meters, at the main gate in the eastern portion, occupied by two sentries
- 55 Temporary wooden building, 7 x 6 meters, with cement dump
- 56 Temporary wooden building, 7 x 6 meters, with cement dump
- 57 Eastern gate, main entrance to the airfield. The gate consisted of iron, about 10 meters wide, with barriers in front and behind the gate
- 58 Iron foundry northeast of the airfield
- 59 Tower, 10 x 10 meters and about 20 meters high, and iron and wooden construction, with "Majak" station (navadni stanice) for instrument landing

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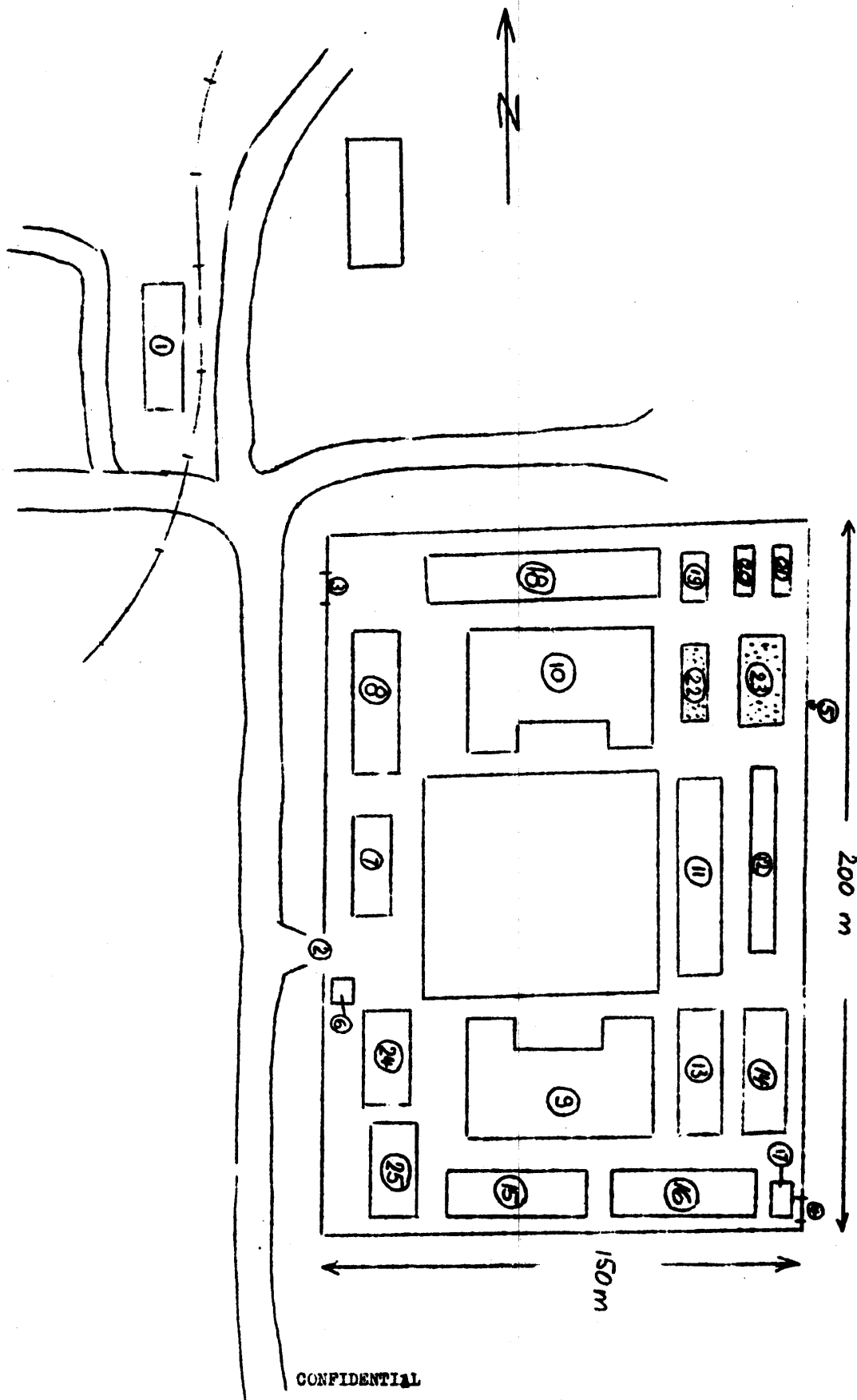
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Annex 2

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Sketch of the Billeting Area at Polni Kubin



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Annex 2

25X1

- 2 -

Sketch of the Billeting Area at Dolni Kubin .

- 1 Dolni Kubin railroad station
- 2 Iron main gate, about 5 meters wide and 2 1/2 meters high
- 3 Gate usually closed
- 4 Gate usually closed
- 5 Meshed wire fence 2 1/2 meters high
- 6 Brick guardhouse, 4 x 4 meters, occupied by two sentries armed with submachine guns
- 7 Single-story brick guardhouse and prison, 10 x 15 meters, housing an office
- 8 Two-story brick building, 20 x 15 meters, housing the staff, company offices and the post office
- 9 Two-story building, 40 x 20 meters, with quarters for Co "CH" and Co "K"
- 10 Two-story building, 40 x 20 meters, with quarters for Co "Z"
- 11 Single-story brick building, 50 x 20 meters, with kitchen and messhall
- 12 Single-story brick building, 50 x 20 meters, with dispensary and medical office
- 13 Two-story brick building, 45 x 20 meters, with gymnasium and instruction rooms
- 14 Two-story brick building, 45 x 20 meters, with gymnasium and instruction rooms
- 15 Single-story brick garage, 40 x 20 meters, with coal storage shed and wash-house
- 16 Single-story brick garage, 40 x 20 meters
- 17 Single-story brick storage depot, 10 x 10 meters
- 18 Single-story brick building, 60 x 20 meters, with clothing store room, tailor's shop and shoemaker's shop
- 19 Wooden shed, 15 x 10 meters, storage room for timber and straw
- 20 Single-story brick building, 10 x 9 meters, with officers quarters
- 21 Single-story brick building, 10 x 9 meters, with officers quarters
- 22 Athletic field
- 23 Athletic field
- 24 Single-story brick building, 40 x 15 meters, with messroom, library, and visitor's room
- 25 Single-story brick building, 60 x 20 meters, motion picture theatre

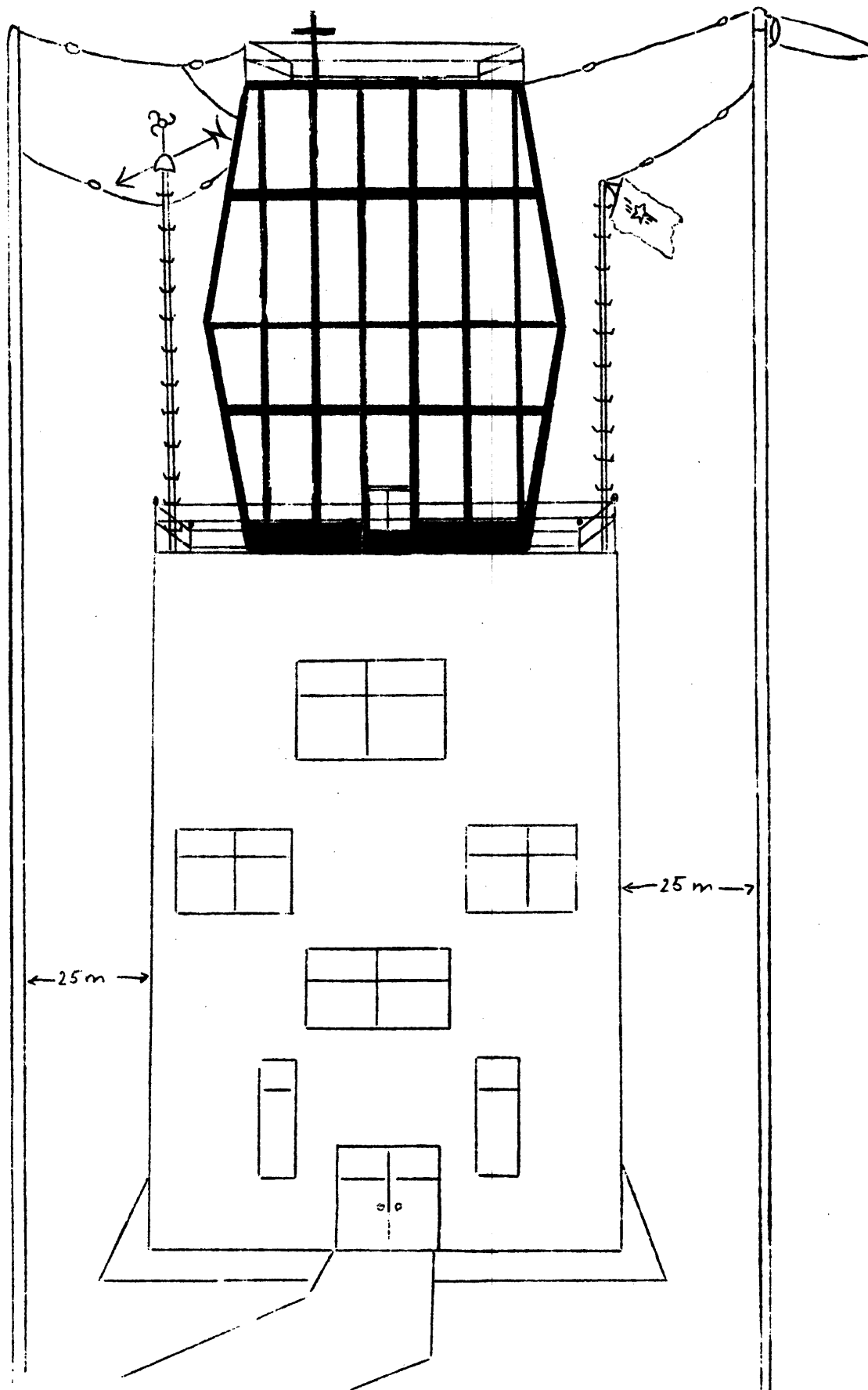
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Annex 3

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Sketch of the Control Tower

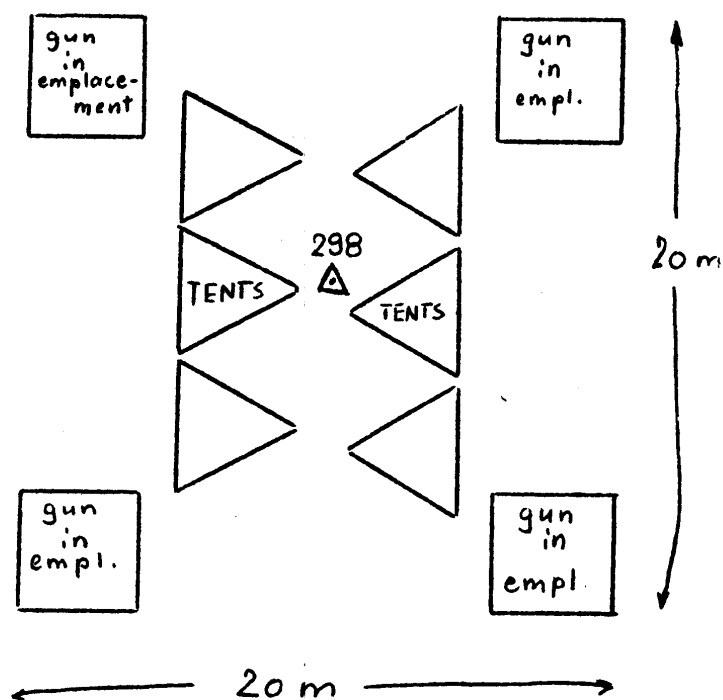


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Annex 4

Sketch of the AAA Emplacement.



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